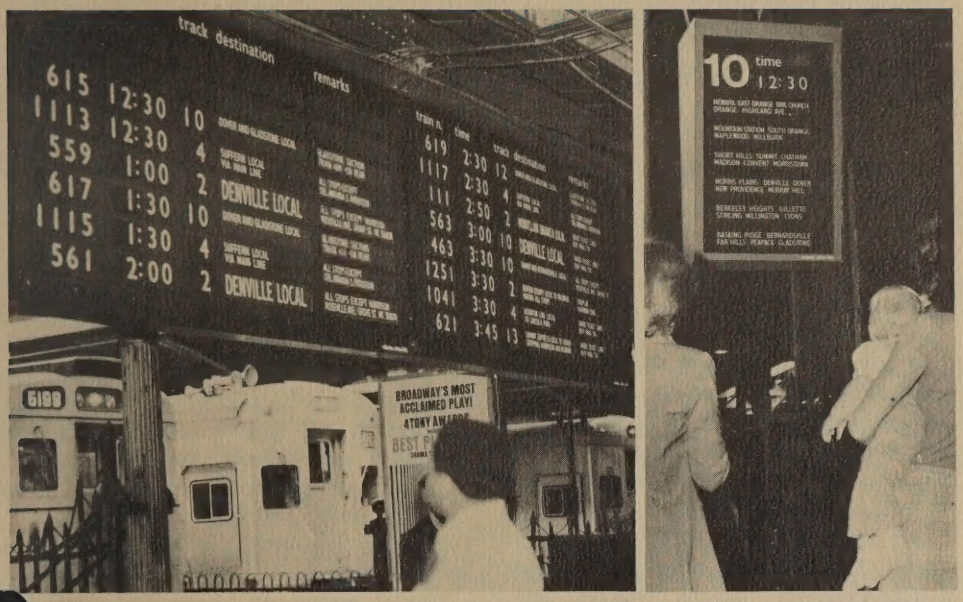
MOBILITY

A NEWSLETTER FROM THE NEW JERSEY DEPARTMENT OF TRANSPORTATION

BRENDAN BYRNE, Governor

LOUIS J. GAMBACCINI, Commissioner



A computer-programmed information board recently installed in the Hoboken Terminal provides up-to-the-minute train departure information. The system, designed by Solari & Co. of Turin, Italy, includes satellite boards (right) placed at each gate, listing the station stops for the next train.

Hoboken Terminal To Be Restored

The Department of Transportation is bringing together various State and Federal resources to rehabilitate the historic Hoboken Railroad Terminal.

Built in 1907 to link the Delaware, Lackawanna and Western Railway with ferry boats carrying passengers to and from New York, the station was a model structure of its day. But time has cut deeply into this once beautiful lady; its ornate copper facade is oxidizing and crumbling, its roof leaks and the abandoned ferry slips are rotting into the Hudson River.

The Terminal's Federal designation as a "Historic Site" makes its rehabilitation important; its role as transfer point for 38,000 commuters a day makes it vital. PATH trains of The Port Authority of New York and New Jersey have replaced the ferry boats, assuring a continued need for the facility.

The Department has secured a $4.8 million Public Works Grant from the U.S. Department of Commerce

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MAILING LISTS

The Department of Transportation's Office of Community Involvement publishes newsletters and flyers on a frequent basis for a number of transportation projects. Persons desiring to be included on a project's mailing list should send their name, address, project and/or geographic interest to the Office of Community Involvement, 1035 Parkway Avenue, P.O. Box 101, Trenton, N.J. 08625.

RT. 55 FREEWAY LAND PURCHASE

The largest Non-Interstate project on the State Highway System, construction of the Route 55 Freeway in Gloucester County, is moving ahead with the acquisition of needed right of way.

The freeway will alleviate local traffic congestion in the Deptford-Vineland corridor and improve access to the Wildwood and Cape May resorts. Its alignment extends the existing Route 55 from Route 40 in Franklin Township to U.S. Route 42 in Deptford Township, approximately 20 miles.

The project includes provision for future extention of the Lindenwold High Speed Line. The new track could be installed in the median of the Highway to just south of the Woodbury-Glassboro Road (County Route 553), where it would leave the highway alignment.

Construction is to begin in 1981 with a projected cost for the entire project estimated at more than $110 million.

The final design, as approved by the Federal Highway Administration,

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"WINTERIZING" STARTED EARLY

In the wake of last winter's sudden and sharp deterioration in commuter rail service, the Department set out early in the Summer to "winterize" rail operations against a possible repeat occurrence.

A special task force focused on all phases of operation from rolling stock to railbed and came up with a half dozen problems to solve.

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STATE BUYS RAIL LINES

A new, broader dimension of involvement in providing railroad passenger service was undertaken by the Department of Transportation with the acquisition of 374 miles of railroad rights of way and 130 railroad passenger stations. The takeover will preserve an essential transportation resource, will mean greater efficiency in making capital and operating improvements and will give the State a "linear land bank" for future development of transit services.

Commissioner Gambaccini said State ownership will not result in any immediate change in rail operations, but the benefits will become more apparent over the long term.

Almost all of the rail lines acquired were owned by Conrail, created by Congress to operate freight service. Conrail operates passenger service under a contract with the State, using State-owned equipment.

With the 51 miles of track purchased by the State in 1976, a total of 425 miles of right of way now comes under the direct control of the Department.

Several major rehabilitation projects underway are among the improvements which will benefit from the takeover as the Department no longer will have to await Conrail approvals before work can progress. The projects include the re-electrification of the Morris and Essex Division of the former Erie Lackawanna, electrification on the North Jersey Coast Line and upgrading of service on the Raritan Valley Line to Phillipsburg.

In addition to the Conrail properties, almost all railroad stations owned by AMTRAK were included in the purchase. The Department is hoping to lease the stations to municipalities and offer State financial aid for station rehabilitation.

55 FREEWAY

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includes alternatives presented at public hearing last fall. The alignment was selected to minimize the impact on homes, farms and businessess; to reduce noise and protect and insure recovery of any archeological or paleontological resources.

FROM THE COMMISSIONER . . .

With this first issue of the Department of Transportation's quarterly newsletter MOBILITY, we extend our efforts to reach as many citizens as possible with information on the Department and its activities. This agency provides a basic public service and I consider the improvement of its ability to inform, listen to and respond to the public a top priority and one measure of its overall efficiency and effectiveness.

Throughout our history, New Jersey has played an important part in the growth of the Nation's transportation lifelines. Today, as the most urbanized state, we face many problems in building, rebuilding and maintaining transportation facilities and services. Improving the mobility of people is our constant goal and is the theme of this publication. If there is any information you would like or about which you have a problem or question concerning transportation, let us know and we will try our best to be informative and helpful.

Louis J. Gambaccini
Commissioner

DEPUTY COMMISSIONER APPOINTED

John Jamieson, 55, an engineer with broad experience in both highways and mass transit, has been appointed by Commissioner Gambaccini to be the Department's new Deputy Commissioner.

As Director of Transit Development for the Minneapolis Transit Commission since 1969, Mr. Jamieson supervised planning activies and served as liaison with State and municipal agencies.

From 1967 to 1969 he served as Deputy Federal Highway Administrator with the U.S. Department of Transportation, developing policies and legislative programs.

He previously served as Minnesota State Commissioner of Highways, with broad responsibilities which included the State's Motor Vehicle division.

PULASKI SKYWAY WORK TO BEGIN

The more than 35,000 motorists who use the Pulaski Skyway each day can look forward to a safer ride in two years, when an $11.5 million rehabilitation of the elevated highway is completed.

Work will include resurfacing of the deck with a more skid-resistant material, installation of an aluminum center barrier and placement of additional guide rail along ramps and junctions.

Traffic delays will be minimized as much as possible for the many commuters who use the roadway to and from New York.

HOBOKEN TERMINAL

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and an $80,000 Historic Preservation Grant from the U.S. Department of the Interior to make the needed repairs. Work on the roof and skylight is nearing completion and restoration of the train platform shed will begin this winter. New lighting and the refurbishing of the waiting room is planned.

The Hoboken Terminal also is experiencing an economic rebirth. Area business and civic leaders have expressed interest in utilizing the two-story ferry terminal section for a shopping center and plans for a theater have been proposed. Hollywood "discovered" the terminal this summer, using it for scenes in two major motion pictures. Since the Department acquired the building in 1976, efficient management techniques have nearly doubled the rental income from the shops and businesses.

The restoration of the Hoboken Terminal is another step in the Department's efforts to revitalize the state's commuter rail lines.

NEW MAP AVAILABLE

The 1978-79 edition of the Official State Map and Guide, prepared by the Department of Transportation with the cooperation of the Department of Labor and Industry, soon will be available free of charge. Requests should be directed to the Division of Travel and Tourism, Department of Labor and Industry, P.O. Box 400, Trenton, New Jersey 08625, telephone 609-292-2470.

Please Give Handicapped and Elderly First Choice for These Seats. THANK YOU.

These notices have been distributed to bus companies state-wide, requesting their cooperation in reserving four seats on each bus for use by the handicapped and elderly.

DEPARTMENT HOLDS TRANSIT SEMINAR

Nearly 70 officials from 20 of 21 counties and several major cities participated in an all-day "shirtsleeves" seminar on "Working Together for Improved Transit."

Among the topics were the purchase of railroad passenger lines and stations, a new public transit marketing program, transportation for elderly and handicapped, the $600 million transit program (Transpac) and methods for localities to initiate bus route schedule changes.

In summing up the session sponsored by the Department in late September, Commissioner Gambaccini said he was "impressed with the expertise available at the County and local levels," and he pledged that Department staff will continue to work closely with them.

The seminar was conducted in an informal atmosphere and permitted sufficient time for discussion. It ended with the establishment of four "task force committees" to follow up on a number of the questions and issues raised at the session.

NJDOT FACTS FILE

STATUS OF THE INTERSTATE HIGHWAY SYSTEM

ROUTE	TOTAL MILES	MILES OPEN	(NOT OPEN) MILES	COUNTY	REASON
76	2.8	2.8	—		
78	66.2	53.3	2.4	Hunterdon	Bridge location in Pennsylvania.
			5.0	Union	Preparation of FEIS.*
			5.5	Union & Essex	Awaiting Federal review of technical support documents
			12.9		
80	68.1	68.1	—		
95/695	77.6	45.2	32.4	Mercer, Somerset & Essex	Draft EIS* being completed.
195	34.3	19.4	1.7	Mercer	Draft EIS* being completed.
			9.2	Ocean & Monmouth	Under construction.
			4.0	Monmouth	Awaiting archaeological survey.
			14.9		
278	2.0	2.0	—		
280	18.1	14.7	3.4	Hudson	Under construction; completion Spring 1981.
287	63.1	44.0	19.1	Morris Passaic & Bergen	FEIS* in preparation.
295	72.1	64.6	5.1	Mercer	In design.
			2.4	Gloucester	Preliminary engineering.
			7.5		
495	3.6	3.6	—		
676	4.6	3.1	1.5	Camden	Under construction; completion August 1980.
895	4.3	0	4.3	Burlington	Awaiting action by Pennsylvania on route in that state.
TOTALS	416.8	320.8	96.0		

*EIS—Environmental Impact Statement; FEIS—Final Environmental Impact Statement.

DRIVERS AID STUDY ON ROUTES 4-17

Motorists who use the Routes 4-17 interchange in Paramus were given the opportunity to contribute their views to a study being made to find ways to improve traffic flow and increase safety in an area where more than 300 traffic accidents—mostly fender benders—occurred last year.

Information centers, manned by personnel of the Department's Office of Community Involvement and Travers Associates, a consulting firm, were set up at nearby shopping malls to give shoppers the opportunity to make suggestions and comments. A large map was provided so they could indicate with colored pins where they had experienced traffic delays, hazards or accidents.

More than 700 persons actively participated in the survey and an additional 400 stopped by to look at the exhibits or ask questions during the three days that the centers were open. Some 2,000 questionnaires were distributed and many have been mailed back to the Department by those who were unable to participate in the information center.

James A. Crawford, Director of Community Involvement, said that public participation in the survey was gratifying and "the responses have been helpful and imaginative."

This was the first time the Department chose a shopping mall as an information center location and the results were sufficiently encouraging that similar locations will be considered in the future if the nature of the project lends itself to on-the-spot surveys.

AIR CHIEF NAMED

A 29-year veteran of the Federal Aviation Administration (FAA), Walter D. Kies, has been named Director of Aeronautics by Commissioner Gambaccini.

Mr. Kies retired earlier this year as Chief of the FAA's Eastern Region Planning Staff, serving at Kennedy International Airport. He received several awards from the U.S. Department of Transportation and the FAA including one for the promotion of V/STOL (Very Short Takeoff and Landing) aircraft.

"WINTERIZING"

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The most puzzling was the problem of electric motors burning out on the old cars of the Morris and Essex line of the Hoboken Division. Top electrical engineers were hard-pressed to find a cause and cure.

Hopefully, installation of a relatively simple device significantly mitigated the problem and DOT staff has been closely watching the results.

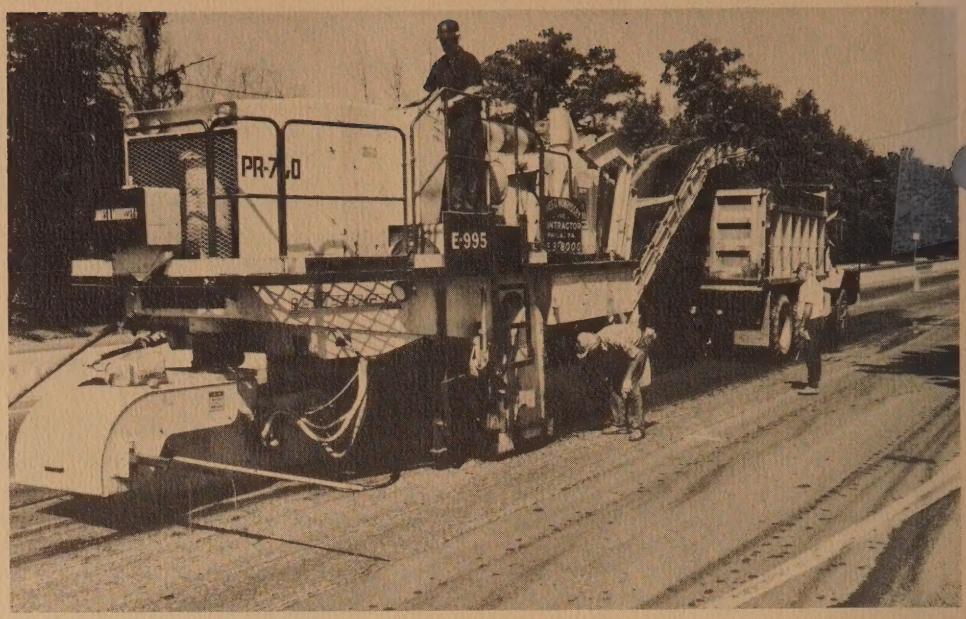
Trains need round wheels if they are to run smoothly and wheels for New Jersey's equipment came from Conrail's shop in Altoona, Pa. But because of Conrail's need for wheels for its freight operations, the State and Conrail had to look elsewhere. So the DOT has authorized Conrail to establish a wheel shop at Elizabethport. It is expected to be supplying wheels for commuter service in the near future.

The growth of trees and underbrush, mainly on the Hoboken Division, interfered with train signal and communications facilities. Cutting back this growth has been completed on the Gladstone Branch and a work program is being set up for the Morris and Essex line.

One of the reasons for the slowdown in schedules was the deteriorated condition of the tracks. The ongoing program of roadbed improvements and installation of welded rail should result in the elimination of most slow orders.

Improved schedules along with increased dependability and on-time performance also will result from the remanufacturing of diesel locomotives for the North Jersey Coast Line and the major overhaul of the Hoboken Division's diesel locomotives. Trains which were cancelled on the Hoboken Division are being restored as locomotives are returned to service.

There are 502 aviation facilities in New Jersey. Of the 146 airports, 14 are publicly owned and 3 are federal government installations. There are 356 heliports of which 8 are publicly owned.



Asphalt being removed from Route 1, the first step in the recycling process.

Recycling a Highway

Recycling, the process of reusing discarded materials, is moving from cans, bottles and paper to highways.

Instead of discarding deteriorated asphalt pavement, the Department has begun an experiment which, if successful, could mean substantial savings in funds and energy and a reduction in air pollution.

The Department is removing the surface asphalt from 23 miles of Route 1 in Mercer and Middlesex counties, and, with a demonstration project grant from the Federal Highway Administration, will reprocess it for repaving shoulders on a 16-mile stretch of Route 130 in the same counties.

The asphalt from Route 1 will be hauled to an asphalt plant being converted to reprocess the material into half of the paving needed on the Route 130 project. Since asphalt is an oil by-product, petroleum will be conserved by the recycling and, as the process is smoke-free, the atmosphere will be spared additional pollution.

At present, old road material is only discarded, but as landfill areas become harder to find, recycling projects such as this become more important.

The Federal agency estimated that with this process, 50 million tons of asphalt of the Nation's older highways could be recycled annually, producing reusable paving material with a market value of $300 million.

KEITH TAKES HELM IN PUBLIC TRANSIT

Robert A. Keith, who has served as manager or advisor on transportation projects in many major cities both here and abroad, has become Assistant Commissioner for Public Transportation. He is a professional engineer with extensive technical and management experience.

As the former vice president of Alan M. Voorhees and Associates, transportation engineering consultants, he also directed research on paratransit under contract to the U.S. Department of Transportation.

Mr. Keith is the author of numerous papers which he has presented at engineering meetings and in technical publications.

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